

SCOUTER ASKS FOR AIRPLANE TRUTH

Wants Wilson's Committee to Be Merciless if Facts Warrant Censure.

ALL CARDS ON TABLE

Liberty Motor Said to Have Broken All Records in Test.

Special Despatch to The Sun.
WASHINGTON, March 27.—Although Major-General George O. Squier, in charge of the national airplane programme, which is now under fire in the Senate, has been urged to reply to the criticisms alleging delay, lack of battleplanes and failure of the Liberty motor, he is understood to take the view that the report of the special committee named by President Wilson to investigate all phases of the work should be made the proper verdict for the American people to be guided by.

This committee, composed of H. C. Hughes, chairman, E. A. Tamm, and Gavin McNabb, has been conducting an investigation, and its report will be ready soon. Major-General Squier has asked the committee to be merciless and spare no one if there are evidences of inefficiency. He has ordered that "all the cards be put on the table," so that the truth can most easily be ascertained.

More information as to the condition of the airplane situation was given to the Senate Military Affairs Committee by Lieutenant-Colonel Lester Jones, who said that since the United States entered the war only one airplane had been shipped to the battle front in Europe. Lieutenant-Colonel Jones is connected with the supply division of the Signal Corps.

Statements Flatly Denied.

Some of the charges made in Congress have evoked surprise among officers working with General Squier, who says that the facts and figures at their disposal disprove the charges but which they do not feel at liberty now to make. They are particularly surprised at the statement that there will be only thirty-seven battle planes completed for the American forces by July 1. They are also surprised at statements insinuating that the Liberty motor has not been successful. These statements they flatly deny.

A telegram reached the office of General Squier this afternoon announcing that the Liberty motor in an American-built combat plane had broken all previous records by averaging 210 miles per hour.

While the records show that Liberty motors have already been shipped to Great Britain, France and Italy.

Anticipation is also expressed by army officers over the information which Congress is getting in regard to training planes. The airplane service, it is explained, is having trouble over these planes, but the trouble consists in getting enough storage space to put them away as fast as they are turned out from the factories.

Chief Difficulty Shown.

For combat planes, there is every indication, it is asserted by them, that the flow of production will begin very soon now. It is said that the chief difficulty is in caring for them and shipping them after they are turned out in increasingly great quantities.

One of the firms which are devoting their energies to turning out these planes makes 14,000 airplane engines and 250 fuselages daily. This example is given to show what may be expected when the combat planes begin to come.

Major-General Squier, it is said, has refrained from making predictions since the programme started for the reason that he did not anticipate large results until the summer of 1918.

In technical matters have been making all manner of predictions, many of which have been obviously too optimistic and not based on knowledge of the difficulties involved. This has created the present situation.

General Pershing's force, it is explained, have acres of combat planes and spare parts as well as sufficient to accommodate American flyers until the American output began to reach Europe.

A constant stream of aviation officers here is that the airplane service has suffered through being "pre-empted" out of all proportions and being asked to conform to an impossible programme. As one officer put it: "We are getting results, but our posters are all wrong." He believes the important thing now is to keep back the motor for a few weeks and see what happens in the meantime.

SENATORS ASSAIL WILSON'S POLICIES

Continued from First Page.

Then Senator Jones shifted from generalization to more specific things.

"From the time we entered the war the cry has been 'ships, ships, ships,'" he said. "The Allies have sent that cry across the sea. We have done much, it is true, but we should have done more, and we must do more to win this war. We are told from apparently inspired reports that the war situation has been 'developing satisfactorily' or that 'construction is going forward satisfactorily.' Yet its progress was developed on the floor of the Senate. It is possible that it is going forward satisfactorily when it shall get only seven airplanes to France on July 12. If the progress shown yesterday is 'satisfactory progress' then God help our people."

Senator Jones reviewed the optimistic speech of Chairman Hurley, with the critical suggestion that this was only characteristic of the attitude too often taken—optimistic exaggeration of maximum when the public mind should be aided with flat truths and irreducible minimums if the people were not to be deceived.

U. S. Will Face Danger.

"The people have been told from day to day that 'things are going all right.' They are assured that Germany is on the brink of collapse; that Austria will make a separate peace; that revolution is coming and that the people of the Central Powers are being sunk faster than they are being built, and that this menace is being rapidly overcome; that millions of tons of shipping will soon be launched

The Nation's Honor Roll

(CASUALTIES NEWLY REPORTED.)

Killed in action.....	9	Wounded.....	24
Died of wounds.....	0	Slightly wounded.....	1
Died of disease.....	4	Injured in accidents.....	0
Died of accident.....	1	Missing in action.....	0
TOTAL KILLED IN ACTION REPORTED TO DATE, 897.			

WASHINGTON, March 27.—The casualty list made public to-day by the War Department contained thirty names, divided as follows: Killed in action, 9; died of accident, 1; died of disease, 4; wounded severely, 2; wounded slightly, 1. The list follows:

KILLED IN ACTION.

NATHAN, THOMAS C., cadet.
ALLEN, JOHN E., private.
BOERSTLER, HARRY E., private.
CRIST, GARY, private.
HENDERSON, ARCHIE, private.
JONES, CLARENCE M., private.
KROPMAN, JENSEN L., private.
MILLER, ALEX, private.

DIED OF ACCIDENT.

MASSEE, HUNTER, sergeant.

DIED OF DISEASE.

BOUCHET, PAUL, cook, poisoning.
CROOK, ROBERT S., private, scarlet fever.
LEWIS, JOHN W., private, diphtheria.
LODFIELD, GEORGE W., private, malaria.

WOUNDED SEVERELY.

MONTGOMERY, DEWEIN E., private.
OSTRANDER, GEORGE E., private.

WOUNDED SLIGHTLY.

TWITCHELL, EDWARD C., corporal.
PECK, WILLIAM C., private, first class.
BURMAN, MARINUS W., private, first class.

CHARLAND, LEE A., private, first class.
CASTELLO, RUDOLPH J., private.
ENGELKE, PERCY T., Jr., private.
GINSBERG, JACOB, private.

and the key will soon be darkened with airplanes. "Nothing must be said that will aid and comfort the enemy's war effort. It is the refuge of the coward and the craven or the shield of the enemies' friend. No greater aid can be given Germany in this dark hour than to tell our people into a false security. We are so cravenly cowardly people. The business of the task does not discourage us. Let us not let our spirit or our courage be broken. Let us know what we must do and we will do it bravely and well."

"Why is it that we get news from Germany with reference to our boys at the front before our own people give it to us? Why is it that forty-eight hours ago Germany told the people of their country that American soldiers had been driven back in the greatest world-wide conflict and that for forty-eight hours our representatives have been telling the people of our country that our own boys were not on the firing line while this morning comes the despatch from Gen. Haig that American troops are fighting shoulder to shoulder with the French and English?"

"Does the Senator believe everything he hears reported from German sources?" asked Senator Myers.

"No, I do not believe the information which Congress is getting in regard to training planes. The airplane service, it is explained, is having trouble over these planes, but the trouble consists in getting enough storage space to put them away as fast as they are turned out from the factories."

Senator Jones reverted to the question of shipping. He told the Senate that since the German submarine warfare was started from 15,000,000 to 18,000,000 tons had been destroyed. This brought Senator Myers to his feet once more.

"If the outlook is as bad and black and ominous as the Senator says," said Senator Myers, "if it is as terrifying and staggering on the verge of defeat, what is gained by proclaiming and dwelling upon it and spreading such disheartening doctrines to the American people?"

Telling People the Facts.

"Oh, this is not disheartening doctrine," replied Senator Jones. "This is telling the people the facts and what they have not been getting. That is what they have not been getting."

Senator Curtis (Kan.) resented certain aspersions cast by Senator Williams (Miss.) upon the legislative activities of Irvin L. Lenzoot, the Republican Senatorial nominee in Wisconsin. Williams had accused Lenzoot of being a "Juke-warm patriot."

At one Senator Curtis read the Record excerpts from the "official bulletin" published by the Creel bureau, which showed that the speech of Lenzoot had been repeatedly cited in that publication's convincing arguments in favor of the Administration's selective draft plan.

Senator Smoot turned loose in the opening sentences of his address the most daring criticism of the President listened to in a public session since the war began. He said:

"From the day of his inauguration as President of all the people of the United States down to March 20, when he wrote a letter to the Democratic organization meeting in Newark, N. J., President Wilson has regarded himself as the head of that party and that party as the power by which his political opponents as well as those of President Wilson had been repeatedly cited in that publication's convincing arguments in favor of the Administration's selective draft plan."

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HURLEY SAYS LODGE ERRED ON SHIPS

Twelve Steel Vessels and 11 Wooden Hulls Launched, He Asserts.

Special Despatch to The Sun.
WASHINGTON, March 27.—E. S. Hurley, chairman of the Shipping Board, to-day took issue with the declaration of Senator Lodge to the effect that only two Government-built ships were in the service of the country.

Three steel ships, the chairman asserted, built on order of the Emergency Fleet Corporation, had been completed and delivered. Nine other steel ships ordered by the Emergency Fleet Corporation, he continued, had been launched and were being completed, and eleven wooden hulls had been launched. Most of these vessels were built on the Pacific coast.

This total, Mr. Hurley explained, by no means shows the work of the Shipping Board and the Emergency Fleet Corporation. Sixty-five ships that were commandeered, he explained, had been completed and were in the service of the United States and the Allies. Fifteen commandeered ships have been turned back to their owners and are in transatlantic service, and a hundred of commandeered ships are being completed mostly in Eastern shipyards.

Of the twelve steel vessels built for the Emergency Fleet Corporation, nine of which are launched but not completed, three of 8,500 dead weight tons each were put in the water at Los Angeles; two of 9,400 tons each were launched by the Moore Shipbuilding Company at

Oakland; four of 8,500 tons each were launched by the Skinner and Eddy yards at Seattle; two of 8,500 tons each by the American Shipbuilding Company on the great lakes, and one of 11,700 tons by the Bethlehem Steel Company at San Francisco.

All of the old American shipyards were filled with construction for the European countries when the Emergency Fleet Corporation started its building programme. It has been necessary to get these vessels off the ways in the East before Emergency Fleet craft could be laid down.

Receivers for Skate Makers.

Boston, March 27.—Federal Judge Dodge to-day appointed Frank H. Page of Long Meadow and Arthur C. Hastings of Holyoke receivers for Barney & Berry, Inc., skate manufacturers of Springfield. The company is not insolvent, but on account of the war it had been unable to market its products at regular rates.

Major Lawrence identified himself as a physician in Flushing before the war, and was a member of the National Guard company there. Major Lawrence went to France with the Rainbow Division, of which he is chief of the medical staff. Two brothers, Lieut. Austin Lawrence of the Dental Corps and Lieut. Andrew Lawrence of the Signal Corps, are also in Pershing's army.

Mrs. Lawrence received a letter from her husband a few hours after she was notified by the War Department that he had been wounded. He wrote that he was in a dugout forty feet below the surface. Major Lawrence asked his wife not to worry and added, "I am safer here than on the streets in the States because here I can't be run down by an automobile."

Mrs. Lawrence has seven children. He was graduated from the University of Pennsylvania and was a variety quartet.

Teacher Gets \$5,575 Verdict.

A verdict of \$5,575 was awarded yesterday by a jury before United States Judge Chaffee in Brooklyn to Miss Frances T. Munson, a school teacher of New Haven, Conn., for the loss of her life savings in the crash of the American Candy Manufacturing Company of Long Island City. It is the first of the suits aggregating \$400,000 filed against the company in the explosion of which the Rev. Dr. Parkhurst lost \$85,000. His name is clear of suspicion in the crash of the company.

Bomb Thrower Escapes.

MINNEAPOLIS, March 27.—An attempt to destroy Dunwoody Institute, where a number of bluejackets are quartered, was made to-day by an unknown man. After throwing a bomb and scattering shot with the guard, he escaped in an automobile. No one was injured. Only slight damage was done to the building.

The early boyhood days of W. L. Douglas were spent in hard work with long hours. Besides pegging shoes all day he was obliged to gather and cut up wood for the fire, milk the cow and take care of the horse, working early mornings and until after dark at night by the light of a smoky whale oil lamp.

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AMUSEMENTS.

NEW YORK'S LEADING THEATRES AND SUCCESSIONS

EMPIRE. "The Great Train Robbery." Mat. Sat. & Wed. 2:15. 7:15. 9:15. A SMART COMEDY OF THE YEAR.

ETHEL BARRYMORE. "The Off-Chance." Mat. Sat. & Wed. 2:15. 7:15. 9:15. COHAN. "The Great Train Robbery." Mat. Sat. & Wed. 2:15. 7:15. 9:15.

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44th ST. THEATRE BLDG. "The Great Train Robbery." Mat. Sat. & Wed. 2:15. 7:15. 9:15.

W.L. DOUGLAS

"THE SHOE THAT HOLDS ITS SHAPE"

\$3.00 \$3.50 \$4.00 \$4.50 \$5.00 \$6.00 \$7.00 \$8.00

You can save money by wearing W. L. Douglas shoes. The best known shoes in the world. Value guaranteed after the actual value has been determined. W. L. Douglas name and the retail price is stamped on the bottom before the shoes leave the factory. This absolutely protects you against high prices and unreasonable profits.

The quality of W. L. Douglas shoes is guaranteed by more than 40 years experience in making fine shoes. The smart styles are the leaders in the fashion centers of America. They are made in a well-equipped factory at Brockton, Mass., by the highest paid, skilled shoemakers, under the direction and supervision of experienced men, all working with an honest determination to make the best shoes for the price that money can buy.

The retail prices are the same everywhere. They cost no more in San Francisco than they do in New York. They are always worth the price paid for them.

Sold by over 9000 shoe dealers and 105 W. L. Douglas stores. If not convenient to call at a W. L. Douglas store, ask your local dealer for the free booklet, "How to Order Shoes by Mail, Postage Free."

W. L. Douglas President W. L. Douglas Shoe Co., 110 Sparks St., Brockton, Mass.

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2779 Third Ave., bet. 14th & 15th Sts. 847 Eighth Avenue. 4250 West 125th St., BROOKLYN.

421 Fulton Street, cor. Pearl. 708 W. 11th St., cor. Thompson. 137 Broadway, cor. Nassau. 478 Fifth Avenue, cor. 11th Street.

Stores marked with a star carry complete lines of W. L. Douglas Shoes for Women.

CAUTION—Before you buy be sure W. L. Douglas name and the retail price is stamped on the bottom and the inside top facing. This absolutely protects you against high prices and unreasonable profits. BEWARE OF FRAUD.

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THE swivel-chair head of a business knows you only by sales-slip.

I've got to give you full value and complete satisfaction even in my Suit as low as \$25, because, be thereaslip of the shears, I personally must take a tongue thrashing.

Besides my pure-wool Worsted, my body-gracing fit, my thoroughbred style and my personal attention, you have the privilege, if anything is off, of calling the sale off and not paying me.

Army and Navy Officers' Uniforms \$30 to individual measure

Clemons Civilian, Army And Navy Tailor Broadway at 39th St 20 Years On This Corner

AMUSEMENTS. THEATRE, 42nd St., W. of B'way COMMENCING NEXT SUNDAY NIGHT, 8:30

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